



Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of August 15, 2011

Incident duration:	201 days
Personnel Currently Assigned	33 response contractors, federal & state
Injuries	0
Total oil water mixture recovered to date	1.6 million gallons*
Total steel removed	4.29 million pounds
Debris and oiled debris removed	800,872 pounds
Bunker oil recovered	31,796 gallons
Asbestos removed	4,850 pounds
Samples analyzed to date (e.g. water, oil sediment)	218
Obligated costs to date (including coffer dam construction)	\$19.2 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

OPERATIONS UPDATE – August 15, 2011

Dive crews completed pumping the bunker oil that could be accessed in the remaining double-bottom tanks of the Davy Crockett on Monday, August 15. The pumping operation required divers to go through a thorough decontamination process (see photo gallery).

The total amount of oil pumped-off will be determined on Tuesday when an accurate measurement can be made after the oil and water have separated overnight in the storage tank. Dive crews also started cutting access hatches into the double-bottom tanks in preparation for removal operations.

Top-side crews changed out all three layers of sorbent sausage boom within the cofferdam (see photo gallery). The sorbent boom will continue to be used to collect residual amounts of bunker oil trapped in the double-bottom tanks and will be released during removal operations.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom is deployed outside the cofferdam as a preventative measure in case there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The filtered water is then stored on-site pending final disposal through the city of Portland's wastewater treatment system.

The Washington Department of Ecology has taken responsibility for the cost of the wastewater storage and disposal of the filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

DAVY CROCKETT HISTORY

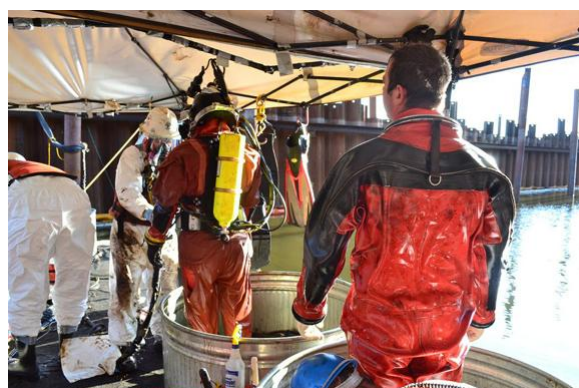
The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>



8.15.11 – (a) Diver prior to entering water wearing blue "sacrificial" overalls over dive suit due to heavy bunker oil encountered during oil removal operations. (b) Diver in decontamination station after oil removal dive operations.



8.15.11 – (a) Diver with oil-soaked "sacrificial" overalls being removed in decontamination station. (b) Divers completing decontamination process following dive operations.